

MARPOL Annex VI Regulation 18.2, as incorporated by reference in 40 C.F.R. § 1043.100, provides that a vessel not in compliance with the fuel oil sulfur standards will:

“(1) present a record of the actions taken to attempt to achieve compliance; and

(2) provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase.”

**Vessel's Name:**

**Vessel's Flag:**

**Identification Number:**

(IMO or other)

Voyage Plan

**Port of Origin:**

**Port of Destination:**

**First U.S. Port of Arrival:**

**List of all port visits beginning with the Port of Origin and ending at Port of Destination:**

**1. Port of Origin:**

**2nd Port Visit:**

**3rd Port Visit:**

**4th Port Visit:**

**5th Port Visit:**

**6th Port Visit:**

**7th Port Visit:**

**8th Port Visit:**

**9th Port Visit:**

**10th Port Visit:**

(Insert more as needed)

**Date and Time Vessel Received Notice it would transit the NA-ECA:**

**Location of Vessel when notice was received it would transit the NA-ECA:**

**Date and Time vessel is expected to enter the NA-ECA:**

**Date and Time vessel is expected to exit the NA-ECA:**

**Projected number of days the main propulsion engines will be operated in the NA-ECA:**

**Sulfur Content of Fuel Oil used when entering the NA-ECA:**

**Sulfur Content of Fuel Oil used while operating in the NA-ECA:**

A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, including a description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at ports on "interim" basis).  
Note: The United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non-compliance.  
dates on which the contact was made.

While the MV 'Bulk Trident' was undergoing loading operations in Novorossysk, RU we put in a Low-Sulphur Fuel Oil statement for the North American ECA zone for discharging in New Orleans, LA. Although our order was to supply vessel with LSIFO and the delivered fuel oil was confirmed by the bunker delivery receipt and so we sent a sample bottle for analysis, the results of indicated the so called LSIFO found to be off-spec, the vessel has already began transit on her transatlantic voyage.

In cases of fuel oil supply disruption, the name of the port at which the vessel was scheduled to receive compliant fuel oil oil.

N/A

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blend.

**The Operational constraints that will prevent us from using compliant fuel oil on arrival North American ECA is the result of a sulphur content in excess of the allowable 1%.**

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for what you are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blend.

Describe the availability of compliant fuel oil at the first port-of-call in the United States, and your plans to obtain that fuel oil.

**Discharge port of New Orleans currently has sufficient supply of complaint LSIFO and will take delivery of complaint fuel oil.**

If compliant fuel oil is not available at the first port-of-call in the United States, describe the lowest sulfur content of available States.

N/A

## Fuel Oil Non-Availability Report

North American Emmissions Control Area (NA-ECA)

MV Bulk Trident  
Panama

9298545

(Note: This plan should reflect what is in effect at the time  
of the vessel's entry into the North American ECA)

Novorossiysk, Russia  
New Orleans, LA USA  
New Orleans, LA USA

Novorossiysk, Russia  
New Orleans, LA USA (Port of Destination)

5/12/2014

Antwerp, Belgium

5-Jul-14

15-Jul-14

11

1.06%

1.06% (until vsI LSFO replenishment)

description of all attempts that were made to locate alternative sources of compliant fuel oil, and a  
ended voyage;" fuel oil supply disruptions at port; etc.  
-availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers contacted and the

**m for 165metric tons with bunker suppliers 'Transbunker Group' in anticipation of her calling North**  
**ry note of the said bunkers indicated content less than 1.0%, we, as prudent owners, did not rely on the**  
**:contain a 1.08-1.09% sulphur content. Once this office received confirmation the tested fuel oil samples,**

and the name of the fuel oil supplier that is now reporting the non-availability of compliant fuel

or example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or  
ds.

**of the laboratory tests of the alleged LSIFO supplied to the vessel in Novorossiysk that resulted in**



or example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or  
ds.

oil.

**oil upon the vessel arrival upriver to discharge berth.**

le fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in the United

If the vessel has operated in the North American ECA in the prior 12 months, provide the names of all U.S. ports visited, the

**Oct 06, 2013 - the vessel called the port of New Orleans for discharging and was in compliance for all fuel oil regulations.**

**Oct 12, 2013- the vessel called the port of New Orleans for loading and was in compliance for all fuel oil regulations.**

**March 22, 2014- the vessel called the port Baltimore for discharging and was in compliance for all fuel oil regulations.**

If the vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States government in the past, provide details on the dates and ports previously visited while using non-compliant fuel oil.

Five previous submissions have been by the vessels owning company.

1. MV 'Mare Doro' - Calling Honolulu on 06/05/13 where the vessel had to deviate to Honolulu for emergency repairs
2. MV 'Navios Galileo'- Calling Norfolk, VA on 12/26/13 where the vessel came from a previous port that did not have LSFO
3. MV 'Lake Dalia'- Transiting through Kauai Channel on 12/22/13. No LSIFO onboard and no availability at previous port of call
4. Bulk Providence- Calling New Orleans on 04/17/14, the vessel was loading in Point Lisas, Trinidad and no LSIFO supply available

Provide all relevant contact information, including the ship master, ship operator, legal agent in the United States, ship owner, and a person authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact information.

Ship Master:

TO: MASTER M/V BULK TRIDENT  
PH: 00870 773209916  
Via telex: 453837961@internet-c.com  
VIA E-MAIL: v7ze5@globeemail.com  
master.BULKTRIDENT@globeemail.com

Technical Management:

Seamar Management S.A  
90 Kifisias Avenue  
151 25 Maroussi, Greece  
PH: +30-210-924-2131  
Email: Operations.bulk@seamar.gr

Ship Operator/Managers:

Phoenix Bulk Carriers (US) LLC  
109 Long Wharf Newport, RI 02840  
Email: Operations@phoenixbulkus.com

Corporate Official

David Reeve-Vice President of ops  
Phoenix Bulk Carriers (US) LCC  
Email: Dreeves@phoenixbulkus.com

The United States government will consider the information submitted in a Fuel Oil Non- Availability Report to be reliable or following affirmation:

*"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and correct, and that I am not aware of any false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."*

**Signed:**

***David Reeves***

---

***Authorized Company Representative***

This completed and signed report should be sent to:

1. In the United States by email to:

2. To the vessel's Flag State Administrator

dates of the port calls, and whether the vessel used compliant fuel oil.

Vessel		Port		Date		Fuel	

vious 12 months, identify the number of Fuel- Oil Non-Availability Reports previously submitted,

available.  
call.  
ilable at loadport.

er, and any related parent companies. Also include a designated corporate official who is

PH: 401- 846-7790                      PH: 401- 924-3845

nly if the report is signed by an authorized representative of your company and contains the

*lief, true and complete. I am aware that there are significant penalties for knowingly submitting*

marine-eca@epa.gov